transmission or reflection properties comes about through a dc voltage that may be adjusted in level according to light sensors. The triggering voltage varies in a range between 0V and approximately 1.2V. The dcvoltage is generated from the control device whose essential components are generally located in the housing of the rearview mirror located in the interior of the vehicle. As a general rule, both the interior mirror and rearview mirrors located on the exterior of the vehicle (exterior mirrors) are provided with electrochromic mirrors; generally low control voltage is used for the uniform actuation of the interior mirror and of the exterior mirrors.

Please amend the paragraph beginning on page 3, line 10 as follows:

A particular advantageous embodiment provides for the heating resistor to be disposed in a serpentine shape on the carrier material, preferably a plastics foil. On the same plastics foil there can moreover be disposed a serpentine shaped mirror glass heating system produced in the same way, it being possible to dispose the serpentine structures of the two resistors compactly beside one another or interlocking with one another. In order to constantly guarantee a condensation-free mirror, this foil can be provided on both sides with double-sided adhesive tape and be glued on one side to the rear side of the mirror on the other to a glass support plate. As well as very good heat conduction towards the mirror to be heated, this moreover makes possible low-cost attachment of the mirror glass to the glass support plate.

Please amend the paragraph beginning on page 3, line 21 as follows:

A further advantageous embodiment of the present invention provides for the control device to have a unit for pulse-width modulation of a control signal with a signal level, preferably at the level of the vehicle voltage and the unit for the pulse-width modulation to be connected to a converter , belonging to the control device, for converting the pulse-width

modulated signal into an analog control voltage. It is particularly advantageous when the signal level is at the level of the vehicle voltage, to convey a signal generated from a signal generation unit located in the housing of the interior mirror to the exterior mirrors. In this case, the converter according to the invention is located in the region of the exterior mirror; the dissipation occurring in the mirror during the conversion of the pulse-modulated signal at the level of the vehicle voltage into an analog control voltage of a lower level which is converted again in a heating resistor according to the invention. In so doing, the separate ground wire between interior mirror and exterior mirror, usual in rear vision systems according to the state of the art, is necessary in order to balance the potential differences between the interior and exterior mirrors of the vehicle. This stems from the fact that, when a voltage is supplied from the interior mirror to the exterior mirrors at the level of the vehicle voltage, the potential differences are of considerably less significance than with direct transmission of the low control voltage (e.g. a maximum of 1.2V).

Please amend the paragraph beginning on page 4, line 26 as follows:

Fig. 1 show a dissipating resistor 3 according to the invention, which in the following is called a heating resistor and which is embodied in a serpentine shape and disposed on the non-reflective rear side 2a of an electrochromic mirror 2 of a rearview mirror unit. The application of the heating resistor to the rear side of the mirror 2a can come about by means of metal coating in a plasma process, screen printing using resistor paste (the resistor paste is applied in the form of the desired heating element) or galvanic coating. The heating resistor 3 (i.e. the coating) can be of copper, silver or aluminum. In each case, the heating resistor is configured in flat lines. A heating resistor voltage is released between the electrical connections 3a and 3b that represent the beginning and end of the heating resistor 3.

Please amend the paragraph beginning on page 5, line 7 as follows:

Likewise, a mirror glass heating system 6 is attached to the rear side 2a of the electrochromic mirror 2, which system in addition heats the mirror 2. This can also be disposed in a serpentine shape as it proves particularly advantageous if, as shown in Fig. 1, the course of the mirror glass heating system 6 is designed complementary to the course of the heating resistor 3. It is not absolutely necessary to dispose the heating resistor 3 directly on the electrochromic mirror 2. There is admittedly an advantageous heating effect here that helps to prevent icing or clouding over of the mirror surface, but other arrangements are also possible. Thus, for example, provision can be made for the heating resistor 3 to be applied to foil printed circuits ("flex" or "FPC" supply lines). These supply lines can for example provide the electrical connection between the control device and the electrochromic mirror or also connect individual elements of the control device to one another (see Fig. 3).

Please amend the paragraph beginning on Page 5, line 20 as follows:

Fig. 2 shows the cross-section of an exterior mirror 5 according to the invention. The exterior mirror 5 has an electrochromic mirror 2 that is electrically connected, in a manner that is not shown in detail, with a control device. This control device or parts of the control device (see Fig. 3) can be accommodated within the housing 9 of the exterior mirror unit 5 (in Fig. 2 only the heating resistor 3 belonging to the control device and lying inside the housing 9 is shown).

The paragraph beginning on page 7, line 1 has been amended as follows:

Fig. 3 shows the diagrammatic construction of the whole vehicle rear vision system 1. This includes two rearview units, an interior mirror unit 4 as well as an exterior mirror unit 5. A

vehicle power supply device, not shown in detail, provides a dcvoltage of a nominal 12V. The vehicle voltage can however be between 5V and 24V, depending on the automotive vehicle. The vehicle power supply device is connected to the control unit in order to supply it with power. The exterior mirror unit 5 has one or two electrochromic mirrors, (respectively one on each side of the vehicle), the interior mirror unit has one electrochromic vehicle mirror.

Please amend the paragraph beginning on page 7, line 19 as follows:

This analog control signal is then supplied to a transistor (see input 17a of transistor Q in Figs. 4a and 4b). The circuit shown in Figs. 4a and 4b, which will be described in detail later, makes available to the electrochromic mirror 2 a dcvoltage 22 varying between 0V and 1.5V according to the amount of glare. In dependence on this voltage, the refection properties of the electrochromic mirror 2 alter in known fashion. The analog voltage 21 is approximately between 0V and 1.5V. It can however, according to the embodiment, cover higher voltage regions, e.g. from 0V-2.5V.

Please amend the paragraph beginning on page 9, line 10 as follows:

It is naturally possible to use just one of the systems presented for signal transmission. For this, in the case of digital transmission by means of data bus, (preferably a UART or CAN protocol is used) e.g. a digital-analog converter is necessary for converting the data bus signal into an analog control voltage.

Please amend the paragraph beginning on page 9, line 28 as follows:

Fig. 4b shows a further embodiment of a circuit arrangement according to the invention.